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EMPIRE OF BRAZIL.

COMMERCIAL AND EMIGRATIONAL
GUIDE

TO

BRAZIL.

COMPILED AND TRANSLATED FROM OFFICIAL PUBLICATIONS,

BY

JOSÉ COELHO GOMES,

ACTING SECRETARY OF

THE BRAZILIAN LEGATION,

WASHINGTON, U. S. A.



WASHINGTON, D. C.

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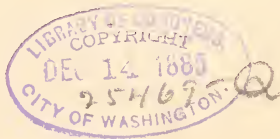
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PREFACE.

This work is compiled from Brazilian Official Publications, with a chapter on "Ocean Transportation" added, to show the Agricultural, Mineral and other resources of the Empire, with a view of promoting Commerce, Emigration and Internal Improvement.

Special attention is called to the chapters on Coffee Production, Mineral Resources, River Navigation, and to the other official statements showing the extent and resources of the Empire, the prosperous condition of the colonies, and the opportunities for the advantageous investment of capital.

It is the settled policy of the Imperial Government to grant liberal concessions for railroads, steamboat lines, central sugar mills; for working gold, diamond and other mines, and for many other purposes. A large amount of English, French and German capital has been invested in many of these enterprises.

The absence of North American enterprise in Brazil is caused mainly by a *want* of correct information upon the subject in the United States—a want which this publication will, it is thought, fully supply.

J. C. GOMES.



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SUMMARY OF THE ADVANTAGES

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OFFERED BY

THE BRAZILIAN GOVERNMENT

TO

FREE IMMIGRATION.

1st. Reception on arrival at the Port of Rio de Janeiro.

2d. Board and Lodging at the "Ilha das Flores" Hotel, from the date of arrival to the departure of the immigrants for their destination.

3d. Free transportation by railroad or steamer lines to the nearest point of the locality selected by the immigrants.

4th. The grant of a suitable tract of land for cultivation, duly surveyed and measured. The area of each tract to be 75 acres. The maximum price is 495\$000 Reis, equal to about two hundred and sixty dollars, in American money, and the minimum 123\$000 Reis, equal to sixty-four dollars and seventy-five cents—according to the quality of the soil.

5th. It is optional with the immigrant to pay for the land either in cash or in five years by installments; in the latter case the price will be increased 20 per cent.

6th. The immigrant is at liberty to begin the payment by installments from the third year of his occupation of the land. Six per cent. will be deducted from the amount of the payment made by him prior to that time.

7th. Occupation of the land assigned to the immigrant is obligatory on his part. The inducements do not, however, stop here. The Government intends not only to facilitate the transportation of the immigrants from their native country to Brazil, but also, to award prizes in money for the best products presented to the Colonial exhibitions to be held annually in the centres of foreign origin, and is now organizing commissions for the purpose of developing on the greatest possible scale its area of uncultivated lands, and dividing it into lots of 75 acres each for the settlement of immigrants. The lands on the lines of railroads, or bordering the highways or on the shores of navigable rivers, are of course preferable.

GENERAL INSPECTION OF LANDS AND OF COLONIZATION.

Assistance given to Immigrants.

The management of immigration is regularly organized in Brazil. A department entitled "General Inspection of lands and of Colonization," with an adequate force of employees in the various branches of the service, superintends everything relating to the reception, accommodation, destination and settlement of immigrants. It keeps a record of every colonist and takes notes of the locality selected by them. It is, therefore, very easy to furnish on demand every information concerning any immigrant.

The survey of the limits of public lands and their division in lots for the settlement of immigrants is connected with the same department. That branch is under the supervision of agents who enjoy the full confidence of the Government. The lots for the settlement of colonists are surveyed, in preference, in the vicinity of suburbs and centres of colonial origin already established. As much as possible, the shores of navigable rivers and the proximity of highways are selected without, however, losing sight of the quality of the soil and of the required conditions for proper cultivation.

The immigrant becomes owner of the land from the date of his occupation of it; to that effect, a provisory deed is delivered to him, which will be exchanged for a full title as soon as the last payment for said land shall have been made.

The payment is optional with the immigrant, who can make it either in cash or on time. In the former case the full title is delivered to him. In the latter, that is to say, should the immigrant prefer to pay for his lot by installments, the disbursements will be made during the five years following the second year of his occupation, with an increase of 20 per cent. upon the original price of his lot. Thus, the immigrant has seven years before him to free himself from debt. There is also another advantage worthy of his consideration, and that is, he can, within the two first years, cultivate his land, unincumbered, since the obligation to pay the small yearly installments begins only from the third year.

The good quality of the land granted to him, the resources he finds in the sale of his products, either on the highways near his lot, or in the neighborhood of localities crossed by the roads which bring it into communication with the great centres of con-

sumption, or with sea or river ports, the facilities he meets with in his transactions by the aid of his countrymen already settled in prosperous centres. as is, at present, almost every former colony, everything tends to help the immigrant to reduce his debt gradually, and to obtain the desired title, which makes him the absolute owner of his lot, and leaves him free to dispose of it as he pleases.

It is needless to add, that the immigrant, who has the means, can, if he likes, clear himself from debt at any time without the necessity of waiting for the period fixed for that purpose; and, on the other hand, he benefits by the reduction of 6 per cent. corresponding to the amount of the disbursements made in advance.

On their landing at Rio de Janeiro, the immigrants will find everything they need, until their arrival at their destination.

Every steamer from European and American ports is visited by an Agent of the Administration of Lands and Colonization, who, speaking French, Italian, German or English, offers the immigrants on board, in the name of the Government, accommodations at the special establishment on the "Ilha das Flores," a picturesque Island in the magnificent bay of Rio de Janeiro, about three-quarters of an hour distant from the city, and favored with a delightful climate constantly cooled by the breeze from the sea, which contributes to make it healthful and agreeable.

The excellent location of that Island is fully justified by the remarkable sanitary condition of over 12,000 immigrants, who have been accommodated there for 15 months, and though, during that same period, disease common in the hot season, prevailed in the City, no symptoms of any indispositions whatever were found on the Island. However, to be prepared for unexpected cases, a doctor is connected with the hotel where there is a pharmacy well stocked with the most necessary medicines. The patients are cared for in an infirmary complete in every way, forming a part of the establishment. In grave cases, they are sent to the General Hospital.

Special boats fitted for that purpose, carry safely and with the greatest possible comfort, the immigrants who accept the offer made to them by the Agent of the Administration.

Upon their arrival at the "Ilha das Flores," they are accompanied by an Agent of the hotel, and are immediately accommodated, while another employee goes through the required formalities at the Custom House to secure the baggage, which is safely stored.

After having been comfortably lodged, the immigrants present themselves, one by one, with their respective families at the office of the Director, for the purpose of declaring their intentions as to the location selected by them, their nationality, age, profession and the country they come from. These declarations are very useful for their relatives, in Europe or America, who desire to obtain information concerning them; a matter of frequent occurrence.

The immigrants go wherever they please; no locality is forced upon them, they are perfectly free to select their own destination.

After declaring their choice of location where they desire to settle, and staying at the hotel during the necessary time to rest from the fatigues of the voyage, etc., the immigrants are gradually forwarded to the places they have selected. Those who prefer to go to the Provinces of S. Paulo and of Minas, or to the intermediate places of the Province of Rio de Janeiro, leave by the D. Pedro II Railroad; on the other hand, those who wish to remain in the Provinces near the coast, take the steamers which ply between them and other localities.

In every case, they are accompanied by an agent of the Administration, who speaks several languages, and upon whom rests the responsibility for the proper installation of the colonists, and the transportation of their baggage, etc.

In the Province of S. Paulo, there is an administration similar to that at the Capital, and which acts for the Provincial Government. Thus, on their arrival, the colonists meet with the same reception, the same hospitality, and receive everything to proceed on their journey.

On leaving Rio de Janeiro by the morning train, the immigrants arrive at S. Paulo, in the same evening. An agent waits for them at the station, to take them to the Provincial Hotel.

In the Provinces of Espirito Santo, Parana, Santa Catharina, and Rio Grande do Sul, the immigrants arrive in great number, owing to the numerous colonial population already there. Government Agents receive them on board, see to their landing facilities, as may be required, and the means of transportation to the Colonial Centres they may have selected for residence. The Government bears the expenses of transportation either by land or by water; also for board and lodging until their departure for their final destination.

The Government intends to establish, in the Provinces men-

tioned, a regular Agency of Immigration like the one now at Rio de Janeiro and S. Paulo, and to which the General Government will give every assistance in its power.

HOTEL OF ILHA DAS FLORES.

This Hotel for the accommodation of immigrants, situated on the Island das Flores, is a large structure arranged for the reception of 1000 immigrants, at the minimum, and capable, in case of necessity, of receiving 1500, easily.

The principal or main building is divided into four large halls, well ventilated, and includes dormitories and special accommodations for families.

Moreover, the same building contains three rooms set apart for the infirmary, a physician's room for consultations, two offices for the clerks, store rooms, and lodgings for minor employees. A fine and large balcony surrounds the whole structure.

The kitchen, pantry and the necessary material required for as many immigrants as can be admitted, are in a separate building. The dining-room is provided with convenient marble-top tables and commodious benches and everything necessary to seat and feed comfortably 400 persons.

The food for the immigrants is wholesome, plentiful and well prepared. Great care is taken to give them, as far as possible, the fare to which they are accustomed according to the usages of each nationality. They have three meals a day. At 8 o'clock, breakfast of coffee, bread and butter. At 1 o'clock, dinner is served, composed of rice, or macaroni soup, beans, potatoes and other vegetables, with meat and bread; for dessert, oranges, bananas,—everything in abundance. At 6 o'clock, supper of coffee, bread and butter.

The departures always taking place in the morning, the immigrants have an early breakfast, and are moreover provided with rations for luncheon during the journey.

The hotel for the immigrants is provided with the floating material necessary for the shipping and landing of the colonists.

In extraordinary cases, requisition is made upon the naval and military arsenals, which, conformably to the orders from the Government, lend their assistance to facilitate the regularity of the transportation.

Access to the Island is rendered easy by a bridge, upon which are erected the necessary tackle and gear for putting

the baggage on shore, and which is stored in a large and safe depot, close by the bridge, and connected with small cars, on rails, which carry it promptly to the proper place.

The Government intends to increase the accommodations so as to receive a greater number of immigrants. It would then profit by the exceptional conditions of the Ilha das Flores, which, owing to its mild climate, picturesque appearance, variety of vegetation and delightful situation in the bay, a short distance from the village of Baretto, offers every possible comfort to those who have just arrived from a long voyage. The village of Baretto is a lovely suburb of the City of Nictheroy, the county town of the Province of Rio de Janeiro, and about 50 minutes trip from the Capital of the Empire.

The Hotel is under the management of an official appointed by the Government. His title is "Director of the Ilha das Flores."

The persons employed are under his control, and are sufficient in number and divided in categories according to the nature of the duties assigned them.

The Director and employees furnish the immigrants with every kind of information needed for their installation.

Leave to go to the city either on business or pleasure, is granted by the Director to every immigrant who makes an application for it; he can, should he desire it, be accompanied by an employee of the Hotel, if he wishes to exchange money or purchase the necessary implements for his work, etc.

IMMIGRANTS WHO DECLINE THE HOSPITALITY OF THE GOVERNMENT AT THE ILHA DAS FLORES.

The immigrants, who do not wish to be entertained on the Ilha das Flores, previous to leaving for their destination, are entitled, during the three months following their arrival, to their transportation to the point in the Empire where they desire to go, upon application to the Department of General Inspection of Lands and Colonization, Travessa do Paço 3. The transportation is free of charge, and furnished on the simple presentation of their passport.

An employee of the Administration daily superintends the departure of the immigrants, either by the D. Pedro II Railroad or by steamers.

INFORMATION RELATING TO CERTAIN COLONIAL CENTRES.

Until 1878, the Imperial Government has expended con

siderable sums of money for the developement of colonization in the country. If, owing to circumstances which we are not called upon to discuss here, the advantages derived do not compensate for the numerous sacrifices made by the State to attain that object, yet, the existing colonial establishments are there to prove, by the present prosperity of most of them, the assistance given by the Government to immigration, also by the profits and results offered to industrious labor by the wonderful soil of Brazil.

Foreign colonization has, in preference, been directed toward the Provinces where the soil and climate are best adapted to it. Therefore, it is in the Provinces of Espirito Santo, Parana, Santa Catharina and Rio Grande do Sul, where there have been founded the Colonial centres which, to-day are in a great part, transformed into flourishing and prosperous villages.

The Provinces of Rio de Janeiro and S. Paulo, have also received a large number of immigrants; but in these three Provinces they have either been engaged by planters (fazendeiros) or established themselves as small property holders on available lands.

German colonization has been successfully tried in the provinces of Rio de Janeiro, Rio Grande do Sul and Santa Catharina. The beautiful city of Petropolis, the summer residence of the Imperial Court, Nova Friburgo in the province of Rio de Janeiro, S. Leopoldo, in the province of Rio Grande do Sul, Joinville, Blumenau, etc., in the province of Santa Catharina, show the results of the experiment.

In the colony of Porto Real, now emancipated, there is in full operation, a central factory, managed by the Agricultural Union Company, and which is of great advantage to its inhabitants. That colony offers also, a proof of the good result obtained from foreign colonization in the province of Rio de Janeiro. Frenchmen, Italians and natives of different countries live there in perfect harmony, and are all engaged in agricultural pursuits from which they derive satisfactory profits.

The province of S. Paulo has a few colonial centres in the vicinity of the county town. The mildness of its climate and the fertility of the soil, cause it to be preferred by the inhabitants of Northern Italy, who, with the assistance of the perfectly organized Provincial Agency of Immigration, find it easy to settle there.

In every other province of the Empire, the immigrant meets with every condition needed for his establishment.

The northern provinces, although much warmer, are favored with an agreeable temperature owing to their being cooled by sea breeze; the interior offers, on a very wide zone, the charms of an almost eternal spring; cotton, sugar cane, tobacco and cacao, which are the principal products of the region extending from Bahia to the Manranhão; coffee, the production of which is already developed upon the chain of Baturite, in the province of Ceara and in many other localities; cereals and edible roots of different kinds, without referring to fine plains well adapted for raising cattle, are among the advantages offered by the northern provinces to laborious immigrants intending to cultivate those products. On the other hand, should they prefer to carry their energy to the regions watered by the Amazon and its numerous tributaries, on whose shores nature furnishes immense resources to every condition and age; the gathering of India-rubber which is found in abundance is alone sufficient to make the fortunes of an immense number of energetic immigrants.

The great river Amazon, with its tributaries, offers on Brazilian territory a length of more than 27,000 miles navigable for large steamboats, and serves by its connections as a channel of cheap and convenient communications with all the markets of the world, *and with the Tocantins a direct communication* with five of the principal provinces of the Empire and with the Republics of Venezuela, Columbia, Peru, Ecuador and Bolivia. The completion of the Maderia railroad, one hundred miles around the Maderia falls, will extend the steam communication of this great tributary of the Amazon nearly to the Pacific coast.

At or near all of the established colonies, the government keeps commissions of engineers whose duties are to survey and measure lots for the settlement of immigrants who desire to take immediate possession, and take charge of the installation of colonists according to their selection.

A great number of less important colonial centres, the old colonies, emancipated at different times, and whose names follow, are very prosperous; some of them have been raised to the rank of villages and parishes.

PROVINCE OF ESPIRITO SANTO.

The colony of Rio Novo, now parish of San Antonio de Rio Novo, is composed of five territories included in the important

municipalities of Itapemirim and of Benevente, watered by the two rivers of the same name, and which offer good navigable facilities. This colonial centre, crossed by fine roads, is prosperous owing to the trade in coffee, the exportation of which, in 1884, reached about 3,684,200 pounds. That important product to which must be added the flour of Manioc, Indian corn, beans and other cereals, has been shipped not only from the ports of Benevente and of Itapemirim, visited by many sailing vessels and steamers belonging to a coasting company, which makes two trips per month to Rio de Janeiro and vice versa, but also from the port of the county town with which the fifth territory is connected by means of excellent roads.

The population is about 5,000, of whom more than 2,500 are Italians, 300 Germans and Swiss, 200 Austrians, 300 Portuguese and 200 Frenchmen, Belgians and Dutchmen. The remainder is composed of Brazilians and the children of colonists.

This village has a fine Catholic church and schools for both sexes.

The colony of Castello is situated in the municipality of Benevente, on the shore of the river of that name and of its tributaries. Emancipated in 1881, under the village name of Alfredo Chaves and founded in 1880, it grew rapidly. Its population is over 1,350, of whom 1158 are Italians and the remainder Brazilians, Germans, French and Portuguese. Its inhabitants devote themselves in preference to raising cattle, and provide the neighborhood with excellent cheese, sausages and other similar products. They also cultivate cereals for their own use and coffee for home consumption and export. The colony has excellent roads, school buildings and other necessary public improvements.

COLONY OF SANTA ISABEL.

This colony was founded in 1847, emancipated in 1866 and made a parish in the following year. Its population is over 3,000 of various nationalities; The German element predominates. They grow every kind of cereals for their own consumption, cultivate with success coffee and export it through the city of Victoria, with which it is in communication by means of good roads. The coffee product of this colony was above 1,818,000 pounds in 1884. The inhabitants appear to enjoy a certain comfort; there are some among them, who are

known to have made handsome fortunes. They have Catholic and Protestant churches and good school buildings. A railroad granted by the Provincial Government, and now under consideration will pass through the villages of Castello and of Rio Novo, and connect with the port of the county town.

THE COLONY OF SANTA LEOPOLDINA.

This colony is situated in the municipalities of Victoria (county town of the province) and of Santa Cruz: It was founded in 1857 and emancipated in 1882. It is composed of three groups, the most important of which is Cachociro, situated near the port of that name, upon the Santa Maria river, which is crossed by steamers communicating with the county town. It contains a population of over 8,000 of different nationalities, Germans and Italians however, predominate. They cultivate cereals in sufficient quantity for their own use, and coffee for export. More than 3,090,000 lbs. of that valuable product was exported by the colony last year. Church and school accommodations are ample. The survey for the railway from Victoria to Natividade, in the province of Minas Geraes, is completed. The government has entered into a contract with an English company for building the line, and guaranteed an interest of 6 per cent. upon the capital. It passes through the old colony and a great tract of uncultivated lands in the vicinity. In the village of Cachociro there is a profitable and central mill in full operation, provided with improved machinery for the preparation of coffee.

The colonial villages of Espirito Santo, pay to the Provincial treasury, a sum exceeding 70,000\$000 Rs. produced by the tax of 17 Reis per two and one-tenth lbs. of exported coffee.

PROVINCE OF PARANA.

The province of Parana, has on account of its geographical position the mean temperature of the northern portion of Europe and the United States. It is divided by a range of mountains where there is a delightful climate, presenting to the immigrants the most desirable facilities for securing homes. On one side, they find a large area of excellent lands where every kind of products indigenous to cold latitudes, can be cultivated with profit; on the other, immense plains, suitable to those of temperate zones.

As soon as the additional means of communication, now under consideration are open, the object of which is to bring

nearer the great centres of consumption and the extensive area of uncultivated lands in the interior, including the plains of Palmas and Guarapuava, well known as much for their excellent conditions for raising cattle, as for their wonderful fertility; the province of Parana will be one of the points most sought by the immigrants from the north of Europe and the United States, who will meet there with a great number of fellow countrymen already settled advantageously in the following colonial villages:

ASSUNGUY COLONY.—Founded in 1860, and situated 62 miles east of Curityba, county town of the province, and at 37 miles from the city of Castro, it is situated at 1312 feet above the level of the sea. Emancipated in 1882. Its population is about 3,000, of whom two thirds are Brazilians, while the remainder are 290 Germans, 200 Frenchmen and 250 Englishmen; the Swiss, Italians and Spaniards are in the minority. They cultivate different kinds of cereals as well as sugar cane—some colonists owning sugar mills and distilleries for the manufacture of brandy. The value of the annual exportation is above 125,000\$000, and the importation amounts to about 70,000\$000. The colony is well provided with buildings both public and private.

THE ARGELINA COLONY.—This colony was founded in 1859 and is situated 1 mile from the county town on the important road of Graciosa. Its inhabitants, French, Germans, Swiss, English and Swedes, not numbering above 140. They cultivate cereals and potatoes, and are also engaged in horticulture.

THE THOMAS COELHO COLONY.—Founded in 1876, 10 miles from the county town. Population of 1,550. Its inhabitants cultivate cereals, tobacco, etc., which they sell in the town of Curityba.

THE D. AUGUSTO COLONY.—Founded in 1877, 8 miles from the county town, exclusively inhabited by Poles numbering about 300, who devote themselves to the same kind of labor as the settlers of the Thomas Coelho Colony.

THE RIVIERRE COLONY.—Founded in 1877, on the Matto Grosso road, 10 miles from the city of Curityba. Population of 370, the majority of whom are Polish, Prussian and Silesian. Potatoes, rye and other cereals are cultivated.

THE ORLEANS COLONY.—Founded in 1877, 6 miles from the

county town. It contains 400 inhabitants, almost all Poles, Frenchmen and Italians, who devote themselves to the cultivation of wheat, rye, Indian corn, beans, potatoes, etc., etc.

THE SANTO IGNACIO COLONY.—Founded in 1876, 2 miles from the county town, on the shore of the Bariguy river, on a level ground covered with magnificent forests; it contains a population of 700, most of whom are Silesians. These colonists do but little farming, preferring to be wood cutters. The wood is sold in the county town.

THE LAMENHA COLONY.—Founded in 1876, 5 miles from the county town. Its inhabitants devote themselves with great energy, to its grape growing and general agricultural pursuits, producing excellent wine, rye, wheat, potatoes, etc. The population is over 900, almost all of them Poles.

THE SANTA CANDIDA COLONY.—Founded in 1874, 5 miles from the county town, on the road of Graciosa. Its population is 370, Poles and Swiss, who devote themselves to agriculture.

THE ABRANCHES AND PILARZINHO COLONIES.—Founded in 1870 on the communal land of the county town, from which they are distant about 4 miles. The population is about 600, for the most part Poles and Irish, who cultivate cereals, etc.

THE MURICY COLONY.—Founded in 1878, 3 miles from the city of S. Jose dos Pinhaes. It covers an area of 1,250,000 square yards, divided in 79 lots and inhabited by 350 individuals who grow grapes, make wine and cultivate rye, Indian corn and many other cereals.

THE ANTONIO REBOUCAS COLONY.—Founded in 1878 in the municipality of Campo Largo, 11 miles from the County Town. It contains a population of 162 Italians who cultivate rye, Indian corn, potatoes, etc.

THE NOVO TYROL COLONY.—Founded in 1878, 16 miles from the City of S. Jose dos Pinhaes; it contains a fine population of over 300, nearly all of them Tyrolese, who devote themselves to various branches of agriculture, but specially to that of wheat, rye, potatoes and several other kinds of cereals, and to manufacturing wine from numerous kinds of grapes grown with great success.

THE ALFREDO CHAVES COLONY.—Founded in 1878, 12 miles from Curitiba (County Town of the Province) with a population of 160 of Italian nationality, all farmers.

THE INSPECTOR CARVALHO COLONY.—Founded in 1878, 18 miles from the county town, in the municipality of S. Jose dos Pinhaes, and situated upon the lands adjoining the Muricy Colony. It has 130 inhabitants of Polish and Italian nationality, who are engaged in agriculture.

THE SENADOR DANTAS COLONY.—Founded upon the communal lands of the county town, whereon more than 170 Italians have settled; they are successfully engaged in agriculture.

THE D. PEDRO AND S. VENANCIO COLONY.—Founded in the vicinity of the county town and of Zacarias, in the municipality of S. Jose dos Pinhaes. Its population exceeds 400, engaged in agriculture.

Besides these colonies, there are, in the interior, several colonial centres inhabited by about 1,000 persons, mostly Russians.

These centres are: In the municipality of Palmeira, the hamlets of Marcondes, N. S. do Lago, Santa Quiteria, Alegrete, Hartman and Papagayos Novos. In the municipality of Lapa, the hamlets of Johannisdorf, and Maricultal. In the municipality of Ponta Grossa, is the Octavio Colony.

In the municipality of Morretes, the old and important Colony of Nova Italia, is composed of 12 villages, including a population of about 1500 of different nationalities, but where the Italians are in majority. All these nucleus communicate with each other, by good roads, connected with the main road of Graciosa, which leads to the cities of Morretes, Antonina, &c.; centres which consume their products, consisting in cereals, potatoes and coffee.

PROVINCE OF SANTA CATHARINA.

The Blumenau Colony, to-day, the city of the same name, including two parishes, is situated in the valley formed by the Itajahy river from whose port a large quantity of the products of that important centre of population is exported.

It was founded in 1852, by Dr. Hermann Blumenau. Having, soon after, been acquired by the State, it made rapid development, and was emancipated in 1880. Its population is over 17,000; German colonists are in majority. There are also a great many Italians, Portuguese, etc.

Agriculture is the principal pursuit of the inhabitants of that ancient colony; they use 150 ploughs, and cultivate sugar cane in preference, producing over 880,000 pounds of sugar and 77,000 gallons of brandy annually.

In addition to that precious contingent, they export Indian corn, beans, rice and flour of manioc, potatoes, lard, grease, dried meat, tobacco, cigars, timber, etc., etc.

The city contains several knitting mills, for worsted and other stuffs, nine cigar factories, nine breweries, one distillery, one soap factory, two typographical establishments, foundries, copper-smiths, tanneries, shoe factories and several tailor and carpenter shops, etc. There are also forty saw mills worked by water power, and one by steam, and 27 grist mills for corn and rice. The value of the exportation is over 400,000\$000 or \$210,510.70 American money.

The city of S. Paulo de Blumenau is connected with the port of Itajahy by the river of that name, of easy navigation.

This city contains important buildings, two Catholic churches, the City Hall, several schools and an establishment for secondary instruction. The climate is healthful and temperate.

The area of that ancient colony is about 3,475,000 acres; the cultivated portion is above 45,000 acres. In the vicinity there are large tracts of uncultivated land suitable, by its excellent quality, to every kind of cultivation.

THE ITAJAHY COLONY.—Founded in 1860, and emancipated in 1882. Its population is above 7,900, composed of 2,500 Italians and 1350 Germans; the remainder belongs to other nationalities (including the children of foreigners.)

The inhabitants derive profits not only from the cultivation of sugar cane and cereals, but are also engaged in various industries whose products resemble those of Blumenau, and contribute to the increase of its exportation through the port of the city. The ex-colony also contains saw mills, grist mills, and different factories, one of them for weaving silk.

An extensive net of carriage roads upon a surface of 261 miles and good mule trails, on an area of 95 miles bring within easy communication all the different centres of the colony with each other. The ancient county town is to-day, the parish of S. Luiz Gonzaga, 23 miles from the port of Itajahy with which it is connected by a good road. There are several important buildings—the Catholic church, City Hall, Schools for both sexes, the market, etc.

The former colonial limits included several different districts, among which is, to-day, Nova Trento, where considerable improvements have been made. The climate, like that of

Blumenau, is healthful and agreeable. There is still a great amount of uncultivated land of well known fertility.

THE D. FRANCISCA COLONY.—The development of this colony has been very rapid; the beautiful city of Joinville forms its centre. It is situated on the banks of the Cachoeira river, at a short distance from the important port of S. Francisco do Sul, which will probably be the starting point of the projected D. Pedro I railroad. The Imperial Government has made contracts with an English company now engaged in studying the route, and to which it guarantees an interest of six per cent. upon the capital used in the enterprise. Its population is about 23,800, divided between the city of Joinville and the village of S. Bento; which includes the territory of the D. Francisca Colony. The majority of the inhabitants is German. A road of 251 miles is kept in good condition and crosses the principal parts of the colony. The transportation is made by 502 drays, each capable of carrying 6,600 lbs. There are also more than 4,000 beasts of burden, numerous boats of different tonnage, and two steamers, one of which was built at Joinville. The inhabitants are engaged in various industries, but especially in agriculture; sugar cane is their principal product. Two hundred mills, some worked by water power, others by steam, and a few by horse power, manufacture sugar and brandy, in addition to a central mill capable of crushing one thousand tons of sugar cane per day. The other industries followed there, are of the most improved systems. Seven factories, three of which worked by steam, are used for the preparation of "*mate*." Moreover, the colony has four mills for the preparation of rice, 36 joiner or carpenter shops, 3 mills for the manufacture of arrow root (*araruta*) and starch, 18 blacksmith and locksmith shops, 8 tinsmith's and 12 brick yards. The importation and exportation last year amounted to 2,000:000\$000 (about \$1,052,631.60 in American money.)

Throughout the colony the taste and comfort of the inhabitants may be seen. It contains several buildings, Catholic and Protestant churches, cemeteries, public gardens, schools and telegraph offices.

The Colonizing Society of Hamburg, subsidized by the State, has particularly contributed its support for such notable improvements. This society took charge of populating the fertile lands given as a dowry to their Highnesses

the Princes of Joinville, who, on their part, neglected no means to increase the advantages of this favored region, gifted by nature with such a mild and healthful climate.

THE AZAMBUJA COLONY.—Founded in 1877, and emancipated in 1881. It is situated in the municipality of N. S. da Piedade do Tubarão, in proximity to the D. Thereza Christina Railroad, distant from it about 6 miles, upon the banks of the river of Pedras Grandes, confluent of the Tubarão and the Urussanga, and which runs into the Ocean.

Its population is over 2,000, mostly Italians.

Crossed by excellent roads, the ancient colony of Azambuja can dispose of its products in the city of Tubarão, 24 miles distant. Its products chiefly consist of flour of manioc and in cereals, which are exported in large quantities. Wheat, grapes, and sugar cane, the cultivation of which being extensively developed, succeed equally well. Four stills manufacture brandy. There are yet in the vicinity, tracts of uncultivated lands, where a large number of immigrants can be advantageously settled.

THE ANGELINA COLONY.—Founded in 1860 and emancipated in December, 1881. Its population is composed of 1700 inhabitants, almost all Brazilians. There are among them, however, families of other nationalities, engaged in the cultivation of cereals, sugar cane and cotton, of which they obtain abundant crops, and send to the nearest municipality of the county town.

THE COLONY OF GRAO PARA.—It belongs to a private company and was founded on the 2d of December, 1882, upon the patrimonial estates of their Highnesses the Count and Countess d'Eu, on the line of the D. Thereza Christina Railroad, in the municipalities of Tubarão and of S. José de Lages.

Its area is 217,800 acres, divided in three equal zones, which are subdivided in colonial lots of 110 acres, and of 60 acres. It has excellent means of communication and is watered by numerous water courses, some of which are navigable for small boats; the colony is growing and contains every element of prosperity. 170 families, representing over 1,000 persons, are already settled there and are engaged in cultivating cereals, potatoes, onions, grapes, etc. The cultivation of cotton, sugar cane and wheat, has been tried with encouraging success. Germans and Italians

from Northern Italy are in majority. Every colonial lot includes a temporary dwelling and a tract of cleared timber land, on an area of 54,450 square yards; thus, the ground is ready for the first plantings.

All these advantages are offered for 75\$000, (thirty-nine dollars and fifty cents); the lot of 110 acres, cost 500\$000, nearly two hundred and sixty-three dollars and fifteen cents; the lots of 60 acres are about the half of that amount. The payment must be made in five years, dating from the first year. Paid in cash, these prices are reduced by a discount of 20 per cent. In addition to these colonies, there are other scattered centres in various localities, which will become prosperous as soon as their inhabitants devote themselves with interest and energy to the cultivation of the fertile lands placed at their disposal and selected carefully for their settlement. Generally, the Brazilian soil richly rewards those who cultivate it.

PROVINCE OF RIO GRANDE DO SUL.

THE SILVEIRA MARTINS COLONY.—Founded in 1877, and emancipated in 1882. Its population is over 4,500, mostly Italians and Germans. It is situated 15 miles from the city of Santa Maria da Bocca do Monte, through which all its various products are exported. At the same distance is the station of Arroio de Sá, on the rail-road of Porto Alegre to Uruguayana; and a good road connects the colony with the same station. This colony is 229 miles from the county town of the province, and from the city of Uruguayana, the terminus of the railroad. Its fine climate causes the soil to be adapted to every kind of cultivation indigenous to temperate zones. Barley, wheat, rye and grapes, grow in abundance, as well as tobacco, Indian corn, rice, beans, etc. In addition to these staples, the exportation of which is important, the inhabitants of the old colony of Silveira Martins are engaged in raising hogs, and selling lard and pork, properly cured. In the winter the thermometer often marks 9° Farenheit. The condition of this colony, to-day, a parish of the province, is very prosperous. There are still found in its vicinity, large tracts of uncultivated lands. It has schools for both sexes, and a church in course of construction, the expense of which is covered by a subscription made among the colonists.

THE CAXIAS COLONY.—This colonial village which does not date further back than eight years, is remarkable for its progress. The mildness of its climate and the fertility of its soil, profitably worked by its industrious inhabitants, doubtless secure for it a brilliant future. Founded in 1875, it was emancipated in April of the same year. It is situated in the municipality of S. Sebastião of Cahy, at about 41 miles from the village of that name. Its position on the banks of the Cahy river, brings it in daily communication with the city of Porto Alegre. Its territory covers an area exceeding 1,045,350,000 square yards. The population is over 12,000, nearly composed of Italians, engaged not only in agricultural pursuits, but also in commerce, the development of which is proved by the existence of more than 50 commercial houses, some of them having a large capital. There are also over 30 grist, 7 saw mills, 7 forges, 8 cigar and cigarette factories, 5 hat factories, 5 distilleries for brandy, 4 steam saw mills, 3 tanneries, several breweries, presses for making linseed oil, also soap factories, tailor and carpenter shops, watch makers, meat markets, hotels, coffee houses, etc. Its agricultural products are Indian corn, beans, rye, barley and grapes, the last, producing an excellent wine. They also make brandy.

Generally, the colonists cultivate hemp, which the women prepare and spin, at home, before disposing of it to the weavers.

The inhabitants are in constant communication with the county town, where they bring not only their agricultural products, but also those of their more progressive industry.

The raising of silk worms has been successfully tried, the climate being admirably adapted to it, and the inhabitants having the practical knowledge necessary to derive great benefits from that rich industry. There are three principal centres of this ancient colony, Campo dos Bugres, Nova Trento, and Nova Milão. The most important buildings are in the first. Great tracts of uncultivated land still remain in the vicinity. The Government is having it measured and divided into lots for the establishment of new immigrants.

THE CONDE D'EU AND D. IZABEL COLONY.—These important colonial villages, like those of Caxias, are in a very pros-

perous condition. Their population is over 16,000, peaceful, laborious people, almost all, of Italian origin.

These colonies are situated on the left bank of the Antas river, and are crossed in their greatest length by an old road leading to the plains of la Vaccaria.

Originally, the Conde d'Eu and D. Izabel colonies were founded separately, but later, they were united and placed under the same administration. Emancipated in March, 1884, they form, to-day, part of the civil division of the province, under the title of parishes. These two centres occupy an area of 402,292 acres, two thirds of which are inhabited.

The mountainous condition of the soil, the height of which, in several places, is about 2,460 feet above the level of the sea, enables these colonies to produce every kind of cereals, grapes, mulberry trees and hemp. There is also a large quantity of timber, among which pine predominates.

The state of agriculture is very flourishing, the colonists in general being engaged in it. They cultivate with advantage, Indian corn, beans, rye, wheat, grapes, potatoes, flaxseed, mulberry and olive trees.

Several branches of commerce and industry begin to show developement.

The grinding of wheat and rye, and the manufacture of wine, are the principle products. In the future, other important industries will give good results, as soon as they shall have received the necessary impulse, for instance, the experiments in making silk, and in weaving cotton, are promising.

These colonies have about 40 commercial houses, 5 forges, 6 shoe shops, 14 mills—one of which, with steam power—4 breweries, saw mills, joiner or carpenter shops, tanneries, butcher shops, 2 hotels, tailors, tin ware stores, etc., as well as a great number of grist and saw mills, worked by water power.

This important colonial nucleus is connected with the village of S. João de Montenegro, by an excellent road, called Buarque de Macedo. This village, situated on the banks of the Cahy river, is in regular communication with Porto Alegre, county town of the province, by means of a line of steamers.

THE PROVINCE OF RIO GRANDE DO SUL, has other colonial centres, where many European immigrants are also established. Among these colonies are those of Nova Petropolis, Nova

Palmyra and Picada Feliz, which are supported by the Provincial Treasury.

In addition to the colonial centres just mentioned, there are others scattered in several provinces of the Empire, and more or less prosperous, according to their location; some of them being supported by private companies.

THE ANCIENT COLONY OF PORTO REAL.—Situated in the province of Rio de Janeiro, on the banks of the broad Parahyba, was emancipated shortly after its foundation. On its territory a central mill was built and subsidized by a private company, to improve and develop the cultivation of sugar cane, which is as admirably adapted to the land of that colony, as to those stretched along the Parahyba Valley.

In order to facilitate transportation of the sugar cane from the neighboring plantations to the colony, a little steamer has been constructed and fitted out by the company. The population is about 950, divided as follows:

Brazilians.....	280
Italians.....	470
French.....	120
Swiss.....	31
Portuguese.....	40

The remainder belong to different nationalities. The tract which can be cultivated contains 4,717 acres, divided into 188 lots, of 25 acres each; at present, there are but 1,432 acres under cultivation.

The managers of the central mill sell the vacant lots at a low figure. The colony contains 3 sugar mills, 5 slate works, 67 brick houses with tile roofs, and 80 covered with thatch. The inhabitants are chiefly engaged in the cultivation of sugar cane, and are very well satisfied with the results already obtained.

The forwarding of the products of the colony to Rio de Janeiro is made by the D. Pedro II Railroad, from which the Divisa Station is about 6 miles distant, and 107 miles from the main station in the capital of the Empire.

MANAGEMENT OF IMMIGRATION IN THE PROVINCES.

In the provinces of Santa Catharina, Paraná and Rio Grande do Sul, the Imperial Government has trusty agents, who, advised by telegraph from the General Director, of the arrival of the steamers bringing immigrants, are instructed to go on

board, to receive and shelter them, at the port of landing, in houses selected for that purpose, and to forward them to their destination.

Among them, there are some, who have chosen their locality and others who have not yet decided where to go.

In the former case, the agent shall show them the surveyed lots which are, as already stated, in the neighborhood of colonial centres. The location once selected, means of transportation are offered them; and having reached the place, they are established by the Engineer Commission, who have exclusive charge of the survey and measuring of lots.

A few provinces, however, into which flows a large tide of immigrants, have a special management for immigration. The province of S. Paulo, for instance, keeps, at its own expense, a hotel capable of accomodating 500 immigrants, a building well ventilated and meeting with the hygienic requirements needed in such cases. It is situated one mile and a half from the centre of S. Paulo, county town of the province. The management is similar to that of the city of Rio de Janeiro. The immigrants are met at the station by an agent of the province.

The provincial government of S. Paulo, confers upon immigrants who settle immediately, the advantages contained in the following law, passed last year:

LAW No. 29, OF THE 28TH OF MARCH, 1884.

ART. I. From this date, the government will come to the assistance of the immigrants of various nationalities, who settle in the province of S. Paulo. The traveling compensations shall be as follows: 70\$000 for persons above 12 years, 35\$000 for those from 7 to 12 years old, and 17\$000 for those from 3 to 7 years.

The pecuniary aid will be given directly to the immigrant. The only one entitled to it, shall be married couples with or without children, and who shall engage in agricultural pursuits, in private colonies or colonial centres that may be established in the province, either by the general or provincial government, by corporations, or private enterprise.

ART. II. For eight days the government will furnish board and lodging in the hotel of the county town, to every immigrant, farmer or not, who shall settle in the province, whether he landed at Santos or at Rio de Janeiro; in the latter case, he shall be required to have a passport duly

authenticated by the General Inspector of lands and colonization.

ART. III. The government is authorized to form as many as five colonial centres in the vicinity of railroads and navigable rivers, as well as in the neighborhood of the principal agricultural centres of the province.

§ 1. For that purpose it shall purchase lands of good quality for cultivation (those already cultivated, preferred), which it shall cause to be surveyed, measured and divided into lots, upon which temporary houses are to be built.

§ 2. The lots shall be of 25 acres each, and classified according to the quality of the soil, and sold either for cash or on time.

§ 3. The price of each lot shall be fixed according to the quality of the soil and other conditions of cultivation; when the payment is in cash, the discount will be one-half of the price.

§ 4. The cost of the temporary house shall not exceed 200\$000.

§ 5. The government shall cause roads to be opened in the colonial centres, in order to bring them into communication with each other, and to connect them with the nearest station.

§ 6. A school for both sexes shall be built in every colonial hamlet.

ART. IV. The government shall be free to make contracts with private parties or companies to introduce immigrants, who shall settle as land owners, in centres formed by these individuals or corporations, to whom shall be granted a subsidy of 40\$000 for every immigrant above 12 years, and 20\$000 for those between 7 and 12 years.

§ 1. These immigrants shall benefit by the advantages stipulated in ART. I of the present law, and on the same conditions.

§ 2. The government may make contracts, in preference, with private parties or companies whose object shall be to sell to immigrants proper lands for the cultivation of coffee.

ART. V. For the execution of ART. III of the present law, the government shall, in preference, treat with companies formed for that purpose, in consideration of the subsidy mentioned in the preceding article. It shall, in the contracts entered into, observe the provisions of decree No. 8819, of the 30th of December, 1882, approving the amendments made in the contract with the Colonization Society of Hamburg.

ART. VI. For the management of immigration in the province of S. Paulo, the following appointments have been made: an Inspector of Immigration, at a salary of 3,600\$000 per annum; an Assistant Inspector, receiving 2,000\$000; a Disbursing Agent, at 960\$000; an employee for outside duties, at 960\$000; a Hospital Steward to take charge of the Infirmary, at 850\$000; finally, a Doctor, at a salary of 2,400\$000.

§ 1. The management and general inspection of Immigration in the province are placed under the General Inspector.

ART. VII. The President of the province is authorized to open a special credit to execute this law. The expenses, including agencies formed, and the aid given to immigrants, shall not exceed 400:000\$000 per annum; moreover, 200:000\$000 shall be appropriated for the foundation of colonial centres.

ART. VIII. The government shall take the necessary measures for the enforcement of the present law.

During the first six months of 1884, 3174 immigrants arrived in the province of S. Paulo, and immediately settled. Their nationality was as follows:

Italians.....	1,558
Portuguese	1,396
Spaniards.....	94
Germans.....	98
Frenchmen.....	12
Swiss	1
Turks.....	15

Two-thirds of the Italians came from the Tyrol.

Other provinces, such as the Amazon, are also taking the necessary measures to receive immigrants, and are organizing agencies for that purpose. The province of the Amazon has recently passed the following law relating to immigration and colonization:

ART. I. From this date, the government shall favor Foreign immigration destined to the Province of the Amazon, whatever may be its nationality, faith or religion. As soon as the immigrant settles permanently in the colonies founded in the extensive hydrographic basin of that river, he shall enjoy the following advantages:

§ 1. Free transportation by third class passage, (according to the number of places at the disposal of the province) to the city of Manaus by subsidized lines of steamers.

§ 2. Traveling indemnity, conformably to the charges of the different shipping ports for this county town.

§ 3. Free board and lodging for eight days, at the hotel established for the immigrants in this county town or in any other locality.

§ 4. Immediate delivery of the tracts of land, surveyed and measured, to be sold to the immigrants.

§ 5. Free passage by water to the point selected by the immigrant.

ART. II. The government may offer to companies or private parties, who shall introduce colonists in the province, the following advantages:

§ 1. Free passage, traveling expenses, board, transportation to the interior and delivery of the colonial tracts of land, as specified in the paragraphs contained in ART. I.

§ 2. Guarantee of an annual interest of 6 per cent. for 10 years, upon a maximum paid up capital of 400:000\$000, to limited companies or private enterprise, which shall introduce Foreign immigrants into the province and shall at once settle them in the colonial establishments of said province or in those of the same companies.

§ 3. The capital of the company shall be paid up, conformably to the provision made for the execution of the present law.

§ 4. The colonial lots belonging to the company to which the interest was guaranteed, shall always be delivered in full ownership, and at the price fixed by the provision of the law, according to the quality of the lands.

ART. III. Baggage, agricultural implements and tools belonging to immigrants, shall always be transported at the expense of the province, on board the subsidized steamers. These steamers shall receive additional compensation when the weight of the objects already mentioned is in excess to what the province is entitled.

ART. IV. The government shall purchase good lands upon the banks of navigable rivers. These lands shall be surveyed, measured and divided into lots, the area and size must never be inferior to those fixed by the decree No. 5655, of June 3d, 1874.

§ 1. The price of every lot shall be the same as that paid by the province to the State, the lot, however, may be ceded free of charge, to the colonists, who shall be engaged exclusively in agricultural pursuits or in raising cattle.

§ 2. In case the colonial lot should be bought by the immigrant, the price shall be lowered one half, if the payment is made in cash.

ART. V. The President of the province is authorized to establish four colonial centres on the banks of navigable rivers and in the localities most advantageous to agriculture.

ART. VI. The government may make contracts with private corporations or enterprises for the introduction of Foreign immigrants who shall come and settle as land owners in the colonial centres founded by those corporations, upon the condition of receiving the following subsidies:

A.) For every immigrant over 12 years of age, 50\$000.

B.) For every immigrant between 7 and 12 years, 25\$000.

C.) For every family of more than four persons, from 100\$000 to 150\$000, according to the number of members composing it.

ART. VII. The colonial subsidy may be paid in advance, but not exceeding the half of the amount calculated according to the number of immigrants which the company intends to introduce, on the condition of a good guarantee, equal to a mortgage on real estate, given to the treasury of the province.

ART. VIII. The government may cause to be constructed for the colonists, small temporary houses in the colonial centres which it shall establish, upon conditions to be decided by competent authorities. The value of each house shall not exceed 100\$000.

ART. IX. In every colonial centre there shall be mixed primary schools. As soon as the funds permit it, there shall be one for each sex.

ART. X. The native colonists, who settle upon the same conditions as Foreigners, shall enjoy the same advantages.

ART. XI. Carpenters, masons, stone-cutters, potters, street laborers, blacksmiths, coopers, and others considered as being of primary necessity, shall be entitled to the same advantages and protection.

ART. XII. The President of the province may engage colonists abroad, through one or more trusty agents.

§ 1. The agent shall receive a salary not to exceed 3:500\$000 per annum, exclusive of his traveling expenses.

§ 2. No funds shall be given to him without the guarantee of a mortgage or lien, conformably to the provisions of ART. VII.

ART. XIII. The President of the province shall as early as

possible take the necessary measures for the execution of the present law, and organize every existing branch of the service or those to be formed hereafter.

ART. XIV. As soon as a strong tide of free immigration shall take place throughout the great valley of the Amazon, from Parintins to the frontiers of neighboring States, the provincial Government shall subsidize one or more steamship lines for the special transportation of colonists.

ART. XV. In the annual appropriation for the expenses of the government for 1884-1885, necessary funds shall be granted for the execution of the present law.

ART. XVI. Every provision contrary to the above is hereby annulled.

CUSTOM HOUSE REGULATIONS RELATING TO THE BAGGAGE OF IMMIGRANTS.

PASSENGERS' BAGGAGE AND SAMPLES.

ART. 459. Following shall be considered as baggage: 1st. Clothing already worn. 2d. Tools and implements in daily use or connected with the profession of the passengers or officers and crews of vessels. 3d. Chests, boxes, traveling trunks, bags, or other receptacles for securing or holding objects mentioned in this article.

ART. 460. In addition to the objects mentioned above, the following shall be specially considered as baggage of the colonists who settle on the territory of the Empire: 1st. Bedsteads, cots and ordinary beds, according to the means and position of their owner. 2d. Crockery for daily use. 3d. Agricultural implements and professional tools. 4th. Furniture of every kind and objects of ordinary use, provided that neither the number nor quantity shall exceed what is necessary for the use of the colonist and his family. 5th. A shot-gun for every adult colonist.

ART. 461. After the inspection, upon the arrival of the colonists, the collector of customs or his deputy shall distribute to every passenger numbered tickets stating where they came from and shall inform them, according to instructions from his superior officer, of the day and hour when the examination of baggage shall take place.

ART. 462. Immediately after landing, the passengers' baggage shall be transferred to a special storehouse and placed

according to their tickets, so as to be easily found at the time of inspection.

ART. 463. As soon as the customs inspector, or the receiver, shall have obtained the declarations relating to the baggage of each passenger, he shall countersign and deliver them to one or more inspectors who shall proceed with the examination and declaration, according to provisions of ART. 153.

ART. 464. At the appointed time, the examiner shall, in presence of the clerks under him, admit every passenger, one by one, according to the numerical order of the ticket—showing the baggage belonging to him; after opening it, the agent shall proceed with its examination, compare it with the declarations made, and lay aside the articles liable to duty, to be examined later; these articles shall be delivered with a receipt to the storekeeper, or to one of his employees, for consignment to a particular storehouse. This done, everything not liable to duty shall be immediately delivered to the passenger with a free permit.

ART. 466. Passengers' boxes containing merchandise exclusively, or articles of commerce, shall be entered on the ship's manifest; should this be neglected, the passenger guilty of such violation, or omission, shall be liable to fine—as set forth in Art. 433, § 2d—even though these articles be mentioned in the list of baggage.

ART. 468. Whilst examining and verifying the passengers' baggage, the inspectors and other employees shall abstain as far as possible from a too minute search, if the social position and character of the owner present at the examination inspire confidence and prevent any suspicion of contraband, or fraud, except in case of advice from an informer, or of such a nature as to destroy confidence.

ART. 469. The examination and verification of baggage can be made on board the vessels which bring the colonists.

ART. 512. The following merchandise and articles shall be exempt from importation duties, after the customs inspector or receiver shall have taken the necessary fiscal precautions:

§ 2. Small hand machines belonging to colonists.

§ 4. Bedsteads, cots and ordinary beds, crockery for daily use, and other furniture and utensils, provided neither the number nor the quality exceed the requirements for the domestic use of the colonists or that of their families.

§ 5. Implements for agriculture and the liberal arts, or machines brought by colonists or artisans who come to settle in Brazil, provided they are necessary for their profession or trade. Every adult colonist shall be entitled to one shot-gun.

§ 6. Provisions belonging to colonists and needed for their support while unemployed.

§ 15. Linen and clothing, already worn, as well as tools, articles, or utensils necessary for their daily labor or trade.

§ 28. Gold and silver in bars, powder, ore and leaf, and foreign or national coins.

§ 30. Agricultural machines, and those intended for factories, steamers and railroads.

§ 31. Pieces of machinery imported separately, and upon which a report shall be made by experts designated by the Chief of the Administration—and in his presence—proving that they cannot be applied to any other use than for the replacing of worn out pieces in the respective machines, or as reserves in case of need.

Table showing the number of Immigrants who landed at the port of Rio de Janeiro, from July 1st, 1883, to June 30th, 1884.

NATIONALITY.	1883	1884	Total.
Germans.....	1,690	664	2,354
Austrians.....	249	510	759
Americans.....	10	19	29
Argentine Republic.....	23	9	32
English.....	158	54	212
Belgians.....	24	7	31
Spaniards.....	2,343	233	2,576
Frenchmen.....	152	427	579
Italians.....	10,698	3,198	13,896
Republic of Uruguay.....	11	8	19
Moors.....	2	8	10
Portuguese.....	11,286	5,947	17,233
Peruvians.....	1	7	8
Russians.....	10	.....	10
Swiss.....	94	48	142
Swedes.....	2	.....	2
Turks.....	6	.....	6
Divers.....	30	3	33
	26,789	11,142	37,931

BRAZILIAN EMPIRE.

The Empire of Brazil occupies the Eastern part of South America, and its boundaries touch every other country of this part of the New World, except Chili. It is comprised between latitudes 5° 10' North and 33° 46' 10'' South, and lon-

gitudes $8^{\circ} 21' 24''$ East and 32° West, from the meridian of Rio de Janeiro.

This vast Empire comprises one-fifteenth part of the land surface of the globe, one-fifth of the two Americas, or more than three-sevenths of South America.

Its surface contains 3,250,000 square miles, or sixteen times the extent of France or Germany, and thirty times that of Italy. In extent of territory Brazil ranks next to the Russian Empire, the British Empire and China.

Its coast line is 5,000 miles in length.

GENERAL ASPECT.—The land surface of Brazil is generally undulating, but less mountainous in the Southern extremity. It contains extensive plains, large valleys and immense rivers. In the centre, high and wide table lands, and numerous ranges of mountains spreading in every direction.

CLIMATE.—The climate is hot and moist in the intra-tropical belt during the rainy season; elsewhere it is temperate and relatively dry. In the valley of the Amazon, under the equator, the mean temperature is 78° Fahrenheit, but the elevation of the surface, the vegetation, and the East winds, modify greatly the effects of the heat. Even close to the equator, districts may be found where the climate is mild in summer and cold in winter. From Pará to the province of S. Paulo the climate along the coast is hot; but leaving the coast, the temperature sensibly diminishes under the influence of the mountain chains that follow the coast line, and of the elevation of the surface. Thus, at Rio de Janeiro it is hot during the summer, but at a short distance from that city, in the suburbs situated on the surrounding heights, one may enjoy a delightful climate, temperate all the year round.

The Provinces of Minas Geraes, Paraná, Santa Catharina, Rio Grande do Sul and S. Paulo, with exception of the coast of the latter, present a climate similar to that of Southern Europe.

Outside of the low and marshy lands and the banks of certain water-courses, one does not find in Brazil those severe maladies which are wont to decimate great populations. Such was the opinion of the author of *The Climate and Maladies of Brazil*. He considered that country, which he had visited and where he had long lived, as one of the

most healthful of the globe; and he added that Brazil is to the New World what Italy was to the Old.

In Europe, whenever Brazil is mentioned, one thinks of the yellow fever. This is due to the exaggerations of certain travelers. The yellow fever made its first appearance in Rio de Janeiro in 1850, and since that date, it is met with from time to time in great cities of the seaboard, but never penetrates into the interior. It is true that at Rio, as at Santos, Bahia and Pernambuco, there is sometimes, during the summer, a certain number of cases of yellow fever; but, all other things being equal, this disease slays no more in the maritime cities than typhoid fever in Paris. It is particularly those newly arrived in the country who are attacked by this disease, unless they take certain hygienic precautions, indispensable to a change of climate. The Government does not permit during the warm season the collection of great numbers of immigrants in the maritime cities. As fast as they arrive new immigrants are sent into the interior and to the colonies to which they are destined.

The climate of Brazil is generally very healthful, and according to the latitude and topography of the localities, offers the advantages required by Foreign immigration, which, under such favorable conditions and thanks also to the wonderful fertility of the soil, meets with every element necessary to gain wealth and independence.

POPULATION.—The population of Brazil, to-day, is only 12,000,000; a very small number, it is true, for so vast a territory, but which is rapidly increasing; in the first place from births, and secondly, and still more, from Foreign immigration. This country, with its truly wonderful riches and natural fertility, where existence is so easy, might easily support 700,000,000 inhabitants, if the population were as dense as that of Germany, France, or other countries of Europe. The inhabitants belong in part to the Caucasian, African and Indian races, and partly to crosses between these races, in the following proportions:

Of pure Caucasian race.....	One-third.
Of African or Indian.....	One-third.
Of Metis or mixed.....	One-third.

The Foreigners number about 500,000, of whom more

than one-half are Portuguese; the Germans and Italians coming next.

GOVERNMENT — The form of government is Constitutional, Monarchical, Hereditary and Representative.

The reigning Dynasty is that of D. Pedro I—of the House of Bragança—Founder and Perpetual Defender of the Empire, and father of the present Emperor, D. Pedro II, a sovereign loved and venerated by every inhabitant of the country, as much for his noble mind, eminently patriotic, just and liberal, as for the qualities of his kind and generous heart.

The Political Constitution of Brazil dates from March 25th, 1824, and has been in part modified by the Additional Act of 1834. It recognizes four branches of political power: the Legislative, Moderative, Executive and Judiciary.

The Legislative Power is vested in the Chamber of Deputies and the Senate, with the sanction of the Emperor.

The Senate is composed of fifty-eight members, elected for life. Whenever there is a vacancy in the body, the electors of the province to which the seat belongs present to the Emperor for his selection a list of three names.

For the election of Deputies, the capital of the Empire and the provinces are divided into electoral districts, since the reform of January 9th, 1881, which established direct suffrage. Each district chooses a deputy. The Chamber is elected for four years and may be dissolved by the Emperor.

The Emperor is Chief of the Executive Power, and governs through his Ministers of State.

There are seven ministerial departments: Ministry of Finance; of the Empire (Interior, Public Instruction, Worship); of Justice; of Foreign Affairs; of War; of the Marine, and of Agriculture, Commerce and Public Works.

The President of the Council takes one of the ministerial departments.

The Council of State is composed of twenty-four members; and although it is purely consultative, it is a most important aid towards assuring good administration. The heir or heiress to the throne is a member of this Council, but the other princes of the Imperial family, and the hus-

band of the heiress presumptive to the throne, only take part in it when called upon by the Emperor.

The Judiciary is independent, and the judges hold for life. In the more important provinces there are courts of appeal and courts of commerce. The Supreme Tribunal of Justice sits at Rio de Janeiro.

The Moderative Power is delegated exclusively to the Emperor as Supreme Chief of the nation, that he may constantly guard the maintainance of independence, and the balance and harmony of the other branches of political power.

The twenty provinces of the Empire are governed by Presidents appointed by the Imperial Government. Each province has a Legislative Assembly chosen by popular vote; and in each city is a municipal chamber.

RELIGION—The religion of the State, and of the greater part of its population is the Catholic, Apostolic and Roman, though every other creed is tolerated. Brazil contains eleven Bishoprics, and one Archbishopric, whose incumbent is the Primate of the Brazilian church. No one in Brazil can be prosecuted on account of religious faith; the only thing to be observed is respect for public morals and for the religion of the State, which on its side respects every other creed, to the extent of sentencing to imprisonment and fine, those who would persecute any one for no other motive, or insult or ridicule any creed established in the Empire.

In the colonial centres, the government has not only authorized the building of chapels, but has also subscribed to them, and gone so far as to appropriate money for the salaries of the ministers of the creeds.

Children not of Catholic faith are not compelled to receive the same education as those who belong to it.

Marriages between non-Catholic persons are respected in all their legal rights.

The present laws guarantee the civil status of the children.

RIGHTS OF BRAZILIANS—The constitution of the Empire fully guarantees the inviolability, both civil and political, of the rights which rest upon the liberty, personal safety and property of every inhabitant of Brazil.

PRODUCTS—Brazil is one of the countries most favored by nature, who seems to have exhausted all her bounties in its

behalf. The wealth of its mineral, vegetable and animal kingdoms is as admirable as marvellous.

If the cutting down of the centenary trees which abound in its forests, and the working of other sources of inexhaustible wealth, richly reward those who are engaged in it, its fertile soil, besides containing precious minerals, is also well adapted for every kind of cultivation.

The majority of the Brazilian people are engaged in agricultural pursuits, the products of which form the principal source of the public wealth.

The topographical situation, the variety of climates, the water courses which irrigate the land in every direction, and the luxuriant vegetation of the country, adapt the soil of Brazil on a more or less extensive scale to the cultivation of every plant of the globe, with really surprising results.

Generally, Indian corn gives 150 for one, beans 83, rice 1,000, wheat and rye produce in the proportion from 30 to 60 for one.

Cotton, which, planted within a given space, produces in the United States but 2,250 lbs, within the same space in Brazil returns from 3,750 to 20,000 lbs, according to the quality of the soil.

In certain localities of the Southern provinces, as well as in those of the Northern ones, coffee, cotton and tobacco give profitable and even astonishing results; in some others, sugar cane, cereals and European vegetables are cultivated with similar success. The low lands produce *seringueira*, from which India rubber is extracted, also cacao, vanilla and every Asiatic plant; the Southern regions produce pears, apples and peaches as well as the grape, the chief object of exportation from several important centres of the provinces of Paraná and Rio Grande do Sul.

In the Northern provinces every effort of the majority of the people engaged in agriculture tends toward the cultivation of coffee, sugar cane and cotton, the profits derived from them being large.

Two-and-a-half acres will contain 918 coffee plants, which, in inferior lands, give 1,687 lbs; in those of second quality 3,335 lbs, and in those of first quality, over 5,000 lbs. An active and laborious man can easily cultivate 5 acres of coffee plants, which would give him an annual income of 405\$000 in the first case, 830\$400 in the second, and over 1:200\$000 in the third,

calculating the price at the rate of 300 Reis per two-and-a-half lbs.

The cultivation of sugar cane is equally remunerative.

Though the soil of Brazil, from the Amazon to the Rio Grande do Sul, is suitable for this product, yet it is in the Northern provinces and particularly in those of the Rio Grande do Norte, Parahyba, Pernambuco, Alagôas, Sergipe, Bahia and Rio de Janeiro, where it is most extensively developed.

On newly cleared lands, crops amounting to 250,000 lbs of sugar cane can be obtained without much labor in fifteen months, and, taking advantage of the already ploughed soil, for planting Indian corn, beans, etc.

An active and intelligent planter can cultivate 5 acres of sugar cane, which will bring him 1:400\$000, at the rate of 7\$000 per 2,500 lbs.

In estimating the necessary expenses for the care and planting of two-and-a-half acres, at 130\$000, there would be a net profit of 570\$000 for the owner, exclusive of the profits arising from Indian corn, beans, etc., planted in the cane fields.

There is to-day a great number of central sugar mills well organized and worked by steam, for the manufacture of sugar, besides others which will soon be built.

Profitable results are also obtained from the cultivation of cotton, which, upon a tract of seven-and-a-half acres can guarantee an annual profit of 840\$000. The planter can engage in it without much extra labor and in addition, use the open spaces for planting cereals.

The good results derived from the cultivation of the grape in Southern provinces, promise future development in the lucrative industry of the manufacture of wine.

The Northern provinces derive special profit from another product called *manioc*. Exclusive of its flour, used by the whole population, an excellent fecula is extracted from it and employed in the manufacture of tapioca, long known and appreciated in Europe and America, and which also returns large profits.

It suffices to remark that upon a space of 262 square yards, 40,000 roots of manioc can be planted, which, even in a soil of inferior quality, produce 75,000 lbs of tapioca, which, at a minimum price of 160 Reis per two-and-a-half lbs, give a revenue of 4:800\$000.

The cultivation of manioc, giving such wonderful results, does not require the same labor as that of other products; its precious roots not only are used for food and other purposes, but its natural leaves, without further preparation are utilized as fodder for cattle.

The cultivation of tobacco also offers brilliant prospects to planters. The extensive consumption of that delightful weed both at home and abroad—whose leaves adorn the Imperial coat of arms— and the production of which is being rapidly developed throughout the Brazilian territory, is the source of the wealth of extensive regions like the Northern part of the province of Minas Geraes, and of the interior of the provinces of Bahia, Pernambuco, Alagôas, etc. To those who would undertake its cultivation on a large scale, it would secure real benefits, and amply reward a comparatively small labor, producing about 30,000 plants to every two and a half acres.

The cultivation of cocoa is one of the most useful and lucrative in the inter-tropical zone of Brazil. The expenses required to produce it are much less than for coffee, sugar cane or even cotton and tobacco planting. Cocoa needs neither many laborers nor expensive machinery, and its transportation is very easy. It ranks first among natural food products, since it contains the elements which develop and sustain the human frame; it can therefore be easily substituted for bread and meat. Prepared with water and sugar, it becomes chocolate, a beverage universally acknowledged as being both delightful and nourishing.

The condition of the atmosphere, containing heat and moisture, indispensable adjuncts to the full development of the cocoa plant, guarantees the largest profits, since this important product is recognized to be as popular as coffee.

Cocoa is first profitable after 5 years growth, when its maximum of production is attained and will continue 40 years. Each plant can give semi-annually a minimum of $4\frac{1}{2}$ lbs of berries. On a tract of 750 acres, more than 31,000 cocoa trees can be planted at intervals of about 9 feet. Its cultivation therefore, is easily susceptible of giving a crop of 155,000 lbs, which, sold at the rate of 400 Reis per two-and-a-half lbs, would amount to 24:800\$000.

The expenses are less than half of this sum, including cost

of planting, gathering and transportation, which, altogether, require an average of 12 persons.

The planter needs no great capital to begin with; a few laborers and a modest house are sufficient.

In Bahia, Maranhão, Pará and the Amazon cocoa is profitably cultivated, but more largely developed in the first and third of the above provinces. It forms, however, a very important article of export to foreign countries.

The crop of *mate* in the provinces of Paraná and Mato Grosso, and that of India rubber and other natural products of the valley of the Amazon are among the many resources offered to the industrious immigrant by the vast Brazilian Empire, and which require neither capital nor materials, labor alone being sufficient.

Such are, briefly, the different agricultural products, founding the important and lucrative objects of cultivation on the extensive and fertile territory of Brazil, and for their transportation, there is a net of railroad lines crossing the country in every direction. The consideration of constructing new lines and extending the present ones has become necessary, in order to give a stronger impulse to the commercial development of the country, which, on account of its relations with the interior and with foreign countries, controls several lines of steamers and sailing vessels, many of them being subsidized by the national government.

Table showing the value of American and English coins compared with those of Brazil.

BRAZIL.

GOLD.

20\$000 REIS.

10\$000 “

5\$000 “

SILVER.

2\$000 REIS.

1\$000 “

\$500 “

\$200 “

NICKEL.

\$200 REIS.

\$100 “

COPPER.

\$040 REIS.

\$020 “

\$010 “

UNITED STATES OF AMERICA.

GOLD.

\$20.00	equal	38\$000	REIS
\$10.00	“	19\$000	“
\$ 5.00	“	9\$000	“
\$ 1.00	“	1\$900	“

SILVER.

\$ 1.00	equals	1\$900	“
\$.50	“	\$950	“
\$.25	“	\$475	“
\$.10	“	\$190	“

NICKEL.

\$.05	equal	\$095	“
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COPPER.

\$.01	equals	\$019	“
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ENGLAND.

GOLD.

ONE SOVEREIGN	(20 shillings)	equals	8\$889	REIS
HALF “	(10 “)	“	4\$444	“

SILVER.

ONE SHILLING	equals	\$407	“
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COPPER.

ONE PENNY	equals	\$037	“
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ARTICLES OF THE CONSTITUTION OF THE BRAZILIAN EMPIRE, OF INTEREST TO IMMIGRANTS.

ART. VI. The following shall also be considered as Brazilian subjects:

§ 5. Naturalized Foreigners irrespective of creed.

The conditions required to obtain naturalization papers shall be provided by law. (See laws relating to naturalization).

ART. 179. § 1. Every citizen is free within the limits fixed by law.

§ 4. All persons can express their opinions in speech or in writing, and publish them without being subjected to censure of the press, but are responsible for the abuse of this right, according to the cases provided for and in the form prescribed by law.

§ 5. No one can be molested for religious motives, provided the religion of the State and public morals are respected.

§ 6. All persons can reside in or leave the Empire freely and transfer their property, in observing police regulations, and without injury to the interests of third parties.

§ 7. Every citizen has in his domicile, an inviolable asylum, where no one can enter by night without his consent, unless in case of fire or flood: during the day, the right to enter can be enforced only in cases provided for, and in the manner prescribed by law.

§ 13. The law shall be the same for all, either in protection or punishment: it rewards according to the merits of every one.

§ 14. Every citizen can be appointed to public, civil, political or military office, with no difference whatever, except in capacity and good character.

§ 15. No one shall be exempt from contributing, according to his means, to the expenses of the State.

§ 20. All penalties shall be personally applied to the offender.

In no case shall there be any confiscation of property; the disgrace of the guilty party, however degrading the crime may be, shall not affect the honor of the parents.

§ 22. The right of holding property is guaranteed to its full extent, however, should public necessity, legally stated, require the State to seize private property, the owner shall receive, in advance, an indemnity equal to the value of the pro-

perty from which he has been evicted. The law shall decide such exceptional cases when they arise, and make regulations for establishing the value and amount of indemnity.

§ 24. No kind of labor, cultivation, industry or commerce shall be prohibited, unless injurious to the morals, safety or health of citizens.

§ 26. Inventors shall be entitled to full ownership of their discoveries or productions. The law shall assure them an exclusive and temporary privilege, or shall indemnify them for damages caused by the too popular use of their discoveries or productions.

§ 27. The mail is inviolable; the Post Office Department is held rigidly responsible for every infraction of this article.

§ 29. Public officials are made strictly accountable for abuses and omissions committed in the discharge of their duties, as well as for those by their subordinates.

§ 30. Every citizen can submit in writing, to the Executive and Legislative Powers, claims, complaints or petitions; and even report every infraction of the constitution, and require from the proper authority, the enforcement of the responsibility of delinquents.

§ 31. The constitution also guarantees public charity.

§ 32. Primary instruction is free to every citizen.

§ 33. Colleges and Universities shall be founded, where the elements of Science, Art and Literature shall be taught.

Naturalized citizens can be appointed to all public offices, except those of the Ministry of State and Regent of the Empire.

ART. 95. Every voter can be elected a member of the House of Representatives.

ART. 27, of the Additional Act—The election of the Regent of the Empire shall be made by the members of the Legislative Body, assembled in their electoral colleges, and who shall vote in secret session for two Brazilian citizens, one of whom shall not be a native of the province to which the colleges belong: neither of them can be a naturalized citizen.

LAWS RELATING TO THE NATURALIZATION OF FOREIGNERS.

DECREE NO. 1950, OF THE 12TH OF JULY, 1871.

ART. I. The government is authorized to grant letters of naturalization to every Foreigner over 21 years of age, who, after having resided in Brazil or beyond its territory while in

its service, for more than two years, and shall apply for them, declaring his intentions of remaining in the country or in its service, after his naturalization.

ART. II. The government may waive the length of residence in behalf of the applicant, on the following conditions:

1. Being married to a Brazilian woman.
2. Owning real estate in Brazil, or interested as partner, or otherwise, in industrial establishments.
3. Having invented or introduced any kind of industry.
4. Being distinguished by his talent or works, or by his professional fitness in branches of industry.
5. Being the son of a naturalized Foreigner, born outside of the Empire, prior to the father's naturalization.

ART. III. In order to be benefited by the clauses of the present law, it shall be sufficient to produce certificates copied from official records or affidavits furnished by any authority or even by respectable parties.

ART. V. The above mentioned letters shall take effect when those to whom they have been granted—or their representatives duly provided with special power of attorney—take the oath of allegiance and fidelity to the constitution and to the laws of the country, and shall, at the same time, swear, or promise to acknowledge, thereafter, Brazil as their own country.

ART. VI. This oath may be taken before the Government, or before the President of the province, wherein the applicant has fixed his residence.

On that occasion the party shall state his religious belief, his nationality, whether he is single or married, and in the latter case if it is with a Brazilian woman or with a Foreigner, how many children, if any, their names, sex, faith, condition and nationality. According to these declarations, a record shall be kept in the Department of State, of every naturalized Foreigner.

ART. VII. The naturalization of colonists shall continue to be regulated according to Decree No. 808, A., of June 23, 1855.

ART. VIII. Every provision contrary to the above is hereby repealed.

DECREE NO. 808 A. OF JUNE 23, 1855.

ART. I. Foreigners established as colonists in various parts of the Empire and not yet recognized as Brazilians, shall

be considered as such, after signing at the City Hall of their residence, or before a justice of the peace, their declarations to become naturalized and to remain in the Empire. They shall also give the name of their birthplace, their religion, their condition, and the number of their children.

ART. II. The officer who receives the aforesaid declarations, shall give, as soon as they are signed, a certified copy to the colonist; and the presidents of provinces, upon its presentation, shall deliver, without fee, the naturalization papers, after receiving the oath of allegiance to the constitution and to laws of the Empire.

ART. III. In regard to colonists who may arrive in Brazil, after the date of this decision, the provisions of ART. 17, of law No. 601—September 18th, 1850—and of ART. III, of decree No. 712—September 16th, 1853—shall be observed. The government, however, is authorized to grant letters of naturalization, prior to the delay caused by this law, to every colonist deemed worthy of this favor.

ART. IV. Fathers, guardians or trustees, can make the declaration mentioned in ART. I, in name of minor colonists born abroad, and obtain their naturalization; minors, however, shall have the right to resume their first nationality on attaining their majority.

ART. V. The provisions of this law, applicable only to colonists, do not annul the other clauses of the law of October 23d, 1832.

ART. VI. Every provision contrary to the above is hereby repealed.

LAW NO. 3140 OF OCTOBER 30, 1882.

Letters of naturalization are from this date free from taxation; the presidents of provinces are also authorized to grant them.

MINERAL RESOURCES.

It should be remembered that the climate of Brazil permits out door labor all the year round. Its people are not therefore compelled to provide, during the summer season, for subsistence through the inclement months of winter, as they must do in many portions of Europe and the United States. They may engage either in agriculture, manufacture, mercantile pursuits or mining.

In Brazil are found diamonds, emeralds, sapphires, rubies, topazes, beryls, garnets and cornalines, black, blue and green, known by the name of Brazilian emeralds. There are exported considerable blocks of rock crystal of great purity, as well as amethysts, opals, agates, jasper and veined crystal of yellow quartz. Gold abounds in Brazil, and several mines are worked at the present time; the richest being in the Provinces of Paraná and Minas Geraes.

The Tibagy Mining and Dredging Company has purchased the necessary machinery, and is now making preparations for working, on a large scale, the rich Diamond and Gold deposits in and near the river Tibagy in the Province of Paraná.

The South Brazil Gold & Copper Mining Company commenced work on a large scale some years since in the municipal district of Caçapava in the Province of Rio Grande do Sul. Mines are being successfully worked by many other companies in various parts of the Empire, and yet there are numerous other undeveloped mines awaiting to reward whoever may engage in this profitable industry.

Brazil also yields silver, copper, iron, antimony, mercury, tin, zinc, bismuth and arsenic. Also granites of various colors, and marbles, the most remarkable of which are the green and black marbles of Rio Grande do Sul. The vast coast region between latitudes 15° and 30° South is composed almost entirely of primitive rocks, such as granites, gneiss, diorites, green and black, light and dark quartzites, porphyries and syenites. In the interior are found ferruginous rocks, sandstones, pure or ferruginous, and limestones suitable for sculpture, and susceptible of being polished like marble. The lime that is used in building along the coast is made almost exclusively of oyster shells. Fibrous plaster is found in the Province of Minas and in several of the Northern ones. Several varieties of clay,

white or pink, are used in the manufacture of crockery, tiles, crucibles and common ware. Kaolin, which abounds in Brazil, is almost always mixed with quartz.

Coal is found in several provinces, especially in those of Rio Grande do Sul, Santa Catharina and Paraná, equal in every respect to the products of the celebrated coal mines in the Alleghany Mountain region in the United States. The coal beds of Candiota and Arroio dos Ratos in the Province of Rio Grande do Sul are being worked, and railroads have been constructed to facilitate transportation. Deposits of lignite, peat, bituminous schists, graphite and sulphur are abundant.

Among the salts most abundant may be mentioned saltpetre, alum, rock salt, chloride of sodium or common salt, and the sulphates of magnesium and sodium. Important beds of phosphate of lime have been recently discovered on three islands of the Fernando de Noronha group, and their productive capacity has been estimated at 1,300,000 metric tons.

Mineral springs are numerous; among them iron, alkaline, saline, sulphurous; and besides these there are hot springs.

Rock crystal, known to Commerce as "Brazilian pebble," and used by opticians in all parts of the world in the manufacture of eyeglasses and optical instruments, is exported from the Provinces of Paraná, Goyaz and Minas Geraes to London, Paris, Vienna and New York, where it is made into lenses and re-exported to all parts of the world. Lenses made from these crystals are far superior in hardness and clearness to any others, and sell for about three times the price of the best glass ones. Moreover, the rock crystal or "pebble" is a strong conductor of heat, and lenses made of it are therefore recommended by oculists on account of its power of drawing heat from the eyes and giving them strength. Besides these valuable "pebbles," the three Provinces above named also export diamonds and other precious stones—among them may be mentioned the fine large Brazilian amethyst which obtains a high price.

Mercury has been discovered on the Capão d'Anta, an estate in the Province of Paraná, in quantities that will permit competition with mines of Europe, Peru and California.

In Brazil there are iron mines, which, owing to the complete absence of pyrites, are incontestably superior to the most famous mines of Sweden. The magnetic iron ore of Brazil contains 72.5% of iron; the oligistic, the martite, and the best mica-

ceous 70% ; falling in the inferior qualities to 25 and 20%. From its abundance and good quality, iron is by itself one of the most important elements of the wealth of the Empire. In general, the deposits may be easily and economically worked, being, for most part, situated near great forests, which, being cut down constantly, reappear within from 6 to 10 years, and which therefore form immense inexhaustible deposits of excellent fuel, near abundant streams and falls which constitute great water power for working machinery.

In the Provinces of Paraná and Rio Grande do Sul there are enormous quantities of iron ore, the greater portion of which is of the kind required in the manufacture of the best grades of crucible, open hearth and other kinds of steel. Large quantities of iron consumed in the Province of Minas Geraes are extracted from its mines and manufactured on the spot. It may therefore be considered certain that this great industry, which is in itself alone the chief source of the wealth of some of the richest nations on the globe, will, in the near future, take its proper place among the productive industries of Brazil.

The attention of capitalists who are interested in the development of coal and iron mines is especially called to those of Brazil and to the liberal facilities offered by the Imperial Government for working them.

THE COFFEE PRODUCT OF BRAZIL.

Brazil has received the name of the "Land of Coffee," and it certainly deserves the appellation, since it furnishes fifty-five per cent. of the world's annual product, which is thus distributed:

Annual coffee product of Brazil.....	360,000,000 kilogrammes.
Annual coffee products of all other countries.....	300,000,000 kilogrammes.

Total world's production annually..660,000,000 kilogrammes.

In the year 1800 Brazil exported only 13 bags of coffee. At the present time the annual product of the Empire is about 360,000,000 kilogrammes, or 6,000,000 bags of 60 kilogrammes each. The Brazilian coffee exported to the United States amounted in 1884 to 2,401,105 bags of 132 pounds each; and to *all other countries in the world* only 1,496,007 bags.

Of last year's export to the United States 1,576,273 bags went to the City of New York; 456,476 to Baltimore; 220,553 to New Orleans; 77,373 to Newport News and Hampton Roads; 42,547 to Galveston; 17,774 to Savannah; 8,379 to Mobile; 6,183 to Richmond, while 4,547 were distributed among other ports.

At present Brazil need not fear the competition of any country whatever. The superiority of its soil, where the average production for each plant is about six pounds, three times as much as in Asia and the Dutch possessions, and almost twenty-four times the production per plant in Mexico,—the constant improvements in the culture of coffee in Brazil, which will, in a short time, be perfected in the system of central factories for its treatment and seasoning; the united efforts of the Imperial Government, and the patriotic Association Centro da Lavoura e Commercio, and of the producers in general, to establish the credit of this product in foreign countries through repeated expositions; the lowering of the export tax and of freight tariffs on the Brazilian railroads—all these concur to establish the position of Brazil as the foremost coffee producer of the world.

Wherever Brazilian coffee has entered into international competition, it has secured the highest premiums. At the Universal Exposition in Paris in 1867 and 1879, at Vienna in 1873,

at Philadelphia in 1876, and at Buenos Ayres in 1882, it received many premiums. The International jury at Paris in 1867 conferred a gold medal on the coffee of Brazil, a distinction received by no other coffee.

Of the expositions held by the Centro da Lavoura e Commercio in foreign countries since 1882, those in New York and London received flattering notices from the press of those cities. That at New York, held under the auspices of the New York Coffee Exchange, saw its samples, graded by the Exchange, classed, in some cases, above or equal to the best coffees of the world. At the Berlin exposition, in 1882, held under the patronage of the Central Society of Commercial Geography of Berlin, the Centro da Lavoura e Commercio and a planter of the Province of S. Paulo obtained the highest prize, the grand diploma of honor; seven grand diplomas, nine diplomas and five honorable mentions were given to exhibitors of Brazilian coffees. At the Exposition of coffee at Paris, the grand gold medal of the *Concours Agricole Annuel* was given on the 16th of February, 1883, to the Centro da Lavoura e Commercio. In the same year, at the International Exposition at Amsterdam, the great depot of Dutch coffees, so highly esteemed in Europe, the Centro da Lavoura e Commercio obtained a grand diploma of honor for its exposition of coffees, a premium given to the coffee of no other country. Besides this grand diploma, the jury granted six gold, eleven silver, and fifteen bronze medals, and fifteen honorable mentions to Brazilian planters, and the Dutch Government sent a commissioner, Mr. van Delden, to Brazil to study the coffee culture.

The Empire of Brazil does not profess a policy of protection; nevertheless, in consideration of the question of freights on coffee to the United States, it saw that the establishment of a line of steamers under the American flag, in competition with English steamers, would produce a reduction in freight rates, and therefore determined to grant a subsidy to a new line. The result justified the expectations of the Government, and the rate of freights, which eight years ago was 75 cts. to \$1.00 per bag of coffee, by the English steamers, has fallen to an average of 40 cts., and cargoes have been brought as low as 10 and 15 cts.; it has been said of such cargoes that it actually cost less to bring them from Rio de Janeiro to New York, than to transport them after their arrival, from Brook-

lyn to the railroads in New York or Jersey City. The truth is that the expense of the subsidy has been a profitable one to Brazil, since it brought about so marked a difference in the freight rates, a difference which more than balances the tax laid to pay the subsidy.

RAILROADS.

The following tables only show the Brazilian railroads constructed previous to the fiscal year terminating June 30, 1883. During the past two-and-a-half years many additions have been made to the old roads, while a number of new ones have been built and put under contract.

PROVINCES	NAMES	OPEN TO TRAFFIC (MILES)	IN COURSE OF CONSTRUCTION (MILES)	PROJECTED (MILES)	CAPITAL
Pará	From Belem to Bragança.....		38	88	5,656:000\$000
	Madeira and Mamoré.....				
Rio Grande do Norte	From Natal to Nova Cruz.....	76			5,496:052\$544
	Branch of Ceará Mirim.....				1,417:500\$000
Ceará	Baturité.....	69		53	
	Camossim to Sobral.....	81		55	
Parahy- ba	Conde d'Eu.....	63	15		6,000:000\$000
Pernam- buco	Recife to S Francisco.....	78			16,375:869\$740
	do to Cachangá.....	12		7	1,277:771\$170
	do to Limoeiro.....	60	30		7,537:500\$000
	Extension of the R R from Re- cife to S Francisco.....	25	66		
	Recife to Caruarú.....		52	18	
	do to Olinda.....	8			500:000\$000
Alagoás	Paolo Affonso.....	73			
	Central of Alagoás.....		55		4,553:000\$000
Sergipe	Aracajú to Simão Dias.....				
Bahia	Bahia to S Francisco.....	77			16,002:000\$000
	Extension of the R R from Ba- hia to S Francisco.....	92	109	85	
	Central da Bahia.....	140	48	125	13,000:000\$000
	Santo Amaro.....	23			2,400:000\$000
	Nazareth.....	22		33	1,250:000\$000
	Italiano to Cachoeira das Panellas				2,600:000\$000
	Branch of Timbó.....			55	2,650:000\$000

PROVINCES	NAMES	OPEN TO TRAFFIC (MILES)	IN COURSE OF CONSTRUCTION (MILES)	PROJECTED (MILES)	CAPITAL
Minas and Bahia	Philadelphia e Caravellas.....	90	20	150	12,000:000\$000
Rio de Janeiro	Cantagallo.....	131			
	Campos to S Sebastiao.....	12		25	10,873:133\$740
	Rio Pardo to Santa Cruz.....			25	600:000\$000
	Campos to Carangola.....	109	80	38	6,000:000\$000
	Barao de Araruama.....	26			800:000\$000
	Rezende to Areas.....	18			2,200:000\$000
	Commerce and Rio das Flores.....	15	2		
	S Fidelis.....		9	38	
	Rio do Ouro.....	35		12	1,164:831\$799
	Volta Grande to Santo Antonio do Aventueiro.....				
	Pirahyense.....	25	15	18	780:000\$000
	Piedade to Theresopolis.....				1,400:000\$000
	Rio Bonito to Juturnahyba.....	6			
	Corcovado.....		3		400:000\$000
	Santo Antonio de Padua.....	50	9		
	Macahe e Campos.....	60			8,000:000\$000
	Corte to Magé.....		35		2,000:000\$000
	Santa Isabel do Rio Preto.....	27	20		3,800:000\$000
	União Valenciana.....	40			1,735:250\$000
	Principe do Grao Pa a.....	16		45	3,100:000\$000
	Porto Novo do Cunha to Paque- quer.....		13	6	840:000\$000
	Branch of Bananalense.....	6	14		300:000\$000
	Sumidouro.....		14		
Rio de Janeiro, S Paulo, and Minas Geraes	D. Pedro Segundo.....	455	40	150	90,909:230\$317
S Paulo	Iturua.....	100		50	5,402:695\$906
	Santos to Jundiahy.....	87			23,555:250\$000
	Paulista.....	152			20,000:000\$000
	S Paolo to Tietê (Sorocabana).....	116	15	90	8,000:000\$000
	S Paolo and Rio de Janeiro.....	145			10,665:000\$000
	Mogyan.....	275			8,350:000\$000
	S João do Rio Claro to S Carlos do Pinchal.....	49	35	85	1,800:000\$000
	Branch of Bananalense.....	6	15		300:000\$000
	Bragantina.....		35		2,320:000\$000
	Extension of Mogyana.....		170		7,000:000\$000

PROVINCES	NAMES	OPEN TO TRAFFIC (MILES)	IN COURSE OF CONSTRUCTION (MILES)	PROJECTED (MILES)	CAPITAL
Paraná	Paranaguá to Corytiba.....	26	45	.....	11,492:042\$707
Minas Geraes	Leopoldina	175	135	95	14,000:000\$000
	Oeste.....	62	.....	.....	1,200:000\$000
	Cordeiro o Rio Pomba.....	40	3	13	.....
	Minas and Rio.....	106	.....	.....	15,455:253\$085
	União Mineira.....	73	25	55	3,122:838\$903
	S João d'El Rei to Oliveira.....	88	.....	13	1,200:000\$000
	Pitanguy to Patos.....	.....	.....	.....	4,000:000\$000
	Lavras to Santa Rita de Jacutinga.....	.....	.....	.....	8,000:000\$000
	Bicas ao Rio Pardo.....	.....	.....	.....	4,000:000\$000
Minas e Espírito Santo	Branch of Rio Novo.....	5	.....	.....	.....
	Pitanguy .....	.....	35	69	9,000:000\$000
Santa Catharina	Ponte Nova to Natividade.....	.....	.....	.....	.....
	Vittoria to Natividade.....	.....	136	.....	.....
Santa Catharina and Rio Grande do Sul	D. Thereza Christina.....	.....	75	.....	5,451:008\$100
	D. Pedro I.....	.....	.....	.....	.....
Santa Catharina and Paraná	S. Francisco ao Rio Negro.....	.....	.....	.....	.....
					
Rio Grande do Sul	Porto Alegre to Novo Hamburgo.....	28	.....	.....	3,538:635\$148
	Porto Alegre to Cacequy	115	85	40	.....
	Pelotas to Porto Alegre.....	.....	.....	15	.....
	Santa Maria of Uruguay.....	.....	.....	.....	.....
	S Leopoldo to Conceição of Arroio.....	.....	.....	.....	.....
	Rio Grande to Bagé.....	.....	175	.....	13,521:453\$322
	Quarahim to Itaqui.....	.....	115	.....	6,000:000\$000
	Cacequy to Uruguyana.....	.....	.....	165	.....
	Bagé to Cacequy.....	.....	.....	130	.....
Rio Grande do Sul	S Jeronymo.....	.....	.....	.....	.....
	S João of Montenegro.....	.....	.....	125	2,305:872\$135

RIVER NAVIGATION.

Though the Imperial Government is actively engaged in promoting railway enterprises, and extending its lines, Brazil is less dependent upon them for interior commercial facilities than any other country on the globe. Its great rivers and their tributaries offer abundant steamboat transportation to all parts of the Empire and adjoining countries; and moreover, are open to commerce all the year—being never obstructed by ice, etc.

Brazil has four great rivers—the Amazon, Tocantins, Paraná and S. Francisco, besides numerous smaller ones that are also navigable for large steamboats.

THE AMAZON, rising in Peru, offers a channel of steam communication across the widest part of the continent from the Atlantic Ocean to within a few hundred miles of the Pacific; and with the Tocantins, serves as the means of communication between the Provinces of Pará, Amazonas and Goyaz, part of the Provinces of Maranhão and Matto Grosso, and the Republics of Venezuela, Columbia, Equador, Peru and Bolivia. The Amazon and its tributaries offer, on Brazilian territory alone, a length of 27,000 miles navigable for large river steamboats; and about 1,000 miles of the lower portion navigable for the largest ocean steamships in the world—having a depth of sixty feet in the channel. All the steamship lines between Brazil and the United States touch at Pará, and one of them runs up the Amazon to the flourishing city of Manáos, the capital of the Province of Amazonas in Central Brazil, about 100 miles above the confluence of the Maderia and Amazon rivers.

THE PARANA, formed by the confluence of the Rio Grande and the Parahyba, crosses the Brazilian Provinces of S. Paulo, Matto Grosso and Paraná, and the Argentine Provinces of Misiones, Corrientes, Entre-Rios and Santa Fé.

Of its tributaries, the Paraguay is the most considerable, and itself has branches also navigable. The communication between Matto Grosso and the capital of the Empire is made by steamboats, along the Paraguay, the Paraná and the La Plata.

THE S. FRANCISCO crosses the Province of Minas Geraes, in which it rises, and those of Bahia, Pernambuco, Alagôas and Sergipe. Navigation is interrupted by the Falls of Paulo Affonso, but a railroad has been built to connect the two navigable portions of the river, towards which the great railroad lines of Rio de Janeiro, Bahia and Pernambuco are directed.

Besides the rivers above mentioned, belonging to four great basins, several others of considerable importance empty into the Atlantic; among which may be mentioned the Gurupy, Tury Assú, Itapicurú, Parnahyba, Jaguaribe, Piranhas, Parahyba, Vasa-Barris, Paraguassú, Rio de Contas, Jequitinhonha, Mucury, Rio Doce and Parahyba do Sul. The basin of the lakes dos Patos and Mirim, in the Province of Rio Grande do Sul, is traversed by several great rivers which empty into these lakes, such as the Jacuhy, the Camaquan and the Jaguarão.

Another great river, the Uruguay, which rises in the Province of Santa Catharina, serves as the boundary between the Province of Rio Grande do Sul and the Argentine Republic, and forms, further on, with the Paran  , the vast estuary of the La Plata.

A large number of enterprising Steam Navigation Companies and firms are engaged in the navigation of all the principal rivers of the Empire. Among them may be named the "Companhia Fluvial Paraense," the "Companhia Fluvial do Alto Amazonas," the "Amazon Steam Navigation Company, Limited"; the "Companhia Navega  o a Vapor Ma  os" and the "Companhia Navega  o Par   e Amazonas." Thirty-seven of the steel and iron steamers used by these companies were built in the United States expressly for Brazilian river and coastwise service.

Along the Atlantic coast of Brazil, which has an extent of 5,000 miles, communication is made by numerous Brazilian and foreign steamship lines. All the provinces, except those of Minas Geraes, Goyaz, Amazonas and Matto Grosso, touch the Atlantic and have harbors. The four interior provinces have communication with the sea through the great waterways already named; and that of Minas Geraes is already in connection with the coast by railroads.

The principal ports are those Belem do Par  , S. Luiz do Maranh  o, Parnahyba, Recife de Pernambuco, Macei  , Bahia, Victoria, Rio de Janeiro, Santos, Paranagu  , Santa Catharina

and Rio Grande do Sul. The harbor or port of Rio de Janeiro has a circuit of more than 123 miles.

Commodore Thomas O. Selfridge, U. S. N., made a survey of the Amazon and Madeira rivers, on board of the *United States Steamship Enterprise*, in 1878; and in his Official Report to the Secretary of the Navy, which was transmitted to Congress by the President with his annual message, in December, 1879, made the following important statements regarding certain features of the Brazilian Empire, particularly its system of transportation by water:

"I shall never forget the feelings that the mighty Amazon inspired as in the morning we rounded the point where we had anchored, and came out upon the open river rolling down in all its resistless majesty, and stretching out to the Westward until it was lost in the dim outline of the distant horizon. It seemed hardly possible that this was a river almost dividing a continent. * * *

"Our ship was kept close to the Southern bank, and we thus had the full flow of the river to our right as we ascended. In the distance to the North the blue Almerine hills made a pleasant back-ground to this picture of nature's grandeur. * * *

"This magnificent river is at least twice the size, in volume, of any other in the world, not excepting the Mississippi. It is not only in its width, but in its astonishing depth and consequent volume that the Amazon exceeds all other rivers. Not less than 60 feet will be found in the channel the whole distance of the 874 miles from Pará to the mouth of the Rio Negro. * * *

"The Empire of Brazil includes about one-half of the whole continent of South America. The great water shed of the Andes passes through its territories, giving it the most perfect water system of any country in the world. Thus it would seem that nature has prepared a way for the opening up of this vast country by the most inexpensive of all systems of transportation. * * *

"Steam was first introduced on the Amazon in 1853, and at once a new life seemed to be given to the country. * * *

"No nation is more directly interested in the prosperity of Brazil than the United States. Our geographical situation brings us nearer than Europe, and her coffee, sugar, rubber, and products of her forest we need in exchange for the products of manufacture we can furnish. * * *

"THE RIO NEGRO from its junction with the Amazon, opens rapidly into a river of such proportions as might be considered a bay 4 miles wide and 12 long. On this bay is situated the city of Manáos, by far the largest on the upper Amazon and the largest in Central Brazil. It is very picturesquely placed, on a series of low hills skirting the bay. The houses are neatly constructed, with the sides either painted or covered with painted tiles. It is regularly laid out, and the principal streets are well paved and lighted. It is the capital of the Province of Amazonas, and is the port through which passes all the trade of the rivers Purus, Negro, Solimões and their tributaries. It is also the principal terminus for the steamers of the Amazon Steam Navigation Company, and from whence they depart for all the numerous tributaries of the Amazon. Manáos is also the rendezvous for a small naval flotilla, and should become a city of importance. The Cathedral, occupying a commanding situation in the centre of the town, is a fine edifice, said to have been fifteen years building, and to have cost half a million dollars; the altar and frieze of the choir are very handsome structures of cut stone. * * *

"The river off Manáos is very deep; 500 yds. from the shore is found 45 fathoms, and the Enterprise anchored abreast the Cathedral, 300 yards from the shore, in 23 fathoms. * * *

"THE MADERIA RIVER, the greatest tributary of the Amazon, rises in the Andes, and flowing generally Northeast about 2,000 miles, empties into the Amazon. In the character of its banks and its numerous islands the lower Maderia resembles the Mississippi river. It is different however in having a large number of small lakes on both banks with outlets to the river itself, throughout its course. These lakes embrace a vast net work of internal water communication, which enables the rubber gatherers to reach with canoes or other small boats a large area of country that would otherwise be almost invaluable, as they would be compelled to travel long distances by land to reach the numerous rubber trees which are the great source of wealth to its inhabitants. * * *

"Though rubber is by far the most important article of export of the Madeira, there are large quantities of oil of Copaiba, Castanha nuts, quarana and dried fish produced. The lands bordering on the river are fertile and produce cacao, mandioca, maize, tobacco, etc. * * *

"The experience of the Enterprise and what we have

gathered from other sources, *lead one to believe that the valleys of the Amazon and Maderia may be considered healthful.* Persons navigating these rivers would be no more subject to disease than if engaged in similar occupations on the Mississippi and other Western rivers in the United States. The Enterprise has been three months on constant service on the Amazon and Maderia rivers, and we have not had more than a half dozen cases of intermittent fever, and they were all of mild type. * * *

"The rainfall is at no time excessive. It is not a soaking and drenching rain for days at a time, but rain interspersed with much pleasant weather. * * *

"The term *Tapuyo* is applied to the domesticated Indians of the Amazon, and as a class they are industrious and intelligent. They form the crews of all the steamboats on the Amazon, in preference to whites or blacks. The girls make excellent servants, skilled with the needle and are sought after by Brazilians of the better classes, who bring them up from childhood in their families. In appearance they are far superior to our North American Indians, readily adopting the civilized habits of the whites, cleanly in their persons, faithful in their attachments, and possessing, among the females, much real beauty. * * *

"The survey of the Madeira being completed so far as it could be performed by the Enterprise, I awaited the first river steamboat to ascend the river and join the steam launch in the survey of the remaining portion to the Falls of San Antonio ; and, on the 4th of July went on board of the side-wheel steamboat Canuman, Alberto Moraes, captain, bound for San Antonio. The Canuman is an American built iron side-wheel boat, drawing about 7 feet loaded, and constructed after the pattern of our Western river boats, with separate engines. This American type, not found in any steamers of English build, is in great favor among the steamboat owners and pilots of the Amazon and its tributaries, and I doubt if any more steamers for river navigation are ordered in England, unless there is great difference in price in their favor. Life on board the river steamers of this country is decidedly cosmopolitan. No state-rooms or berths are needed, for no person in this country travels without his hammock, known as *rede*, which, upon coming

on board, he hangs in such part of the upper deck as best suits him. It is a cleanly arrangement, giving much more room, and better suited to the climate. * * *

"I find among the merchants of the Amazon and Madeira a most excellent feeling towards the American products of manufacture ; the demand for them is constantly increasing. The trade of the country is mostly in the hands of old Portuguese firms. What America wants is a more extended demand for her productions, and this can, in most cases, be best realized through the agency of the old established native firms. * * *

"It is vitally necessary, however, if the United States will take its share of the foreign business of Brazil, to create *avenues of trade* by which it will flow to our shores. There are, first of all, well established lines of steamships—fostered by the government in order to compete with the old established European lines, until the trade directed by them to our country will enable them to take care of themselves. * * *

"There should also be *direct* telegraphic communication between the two countries. To the energy of our own countrymen we are indebted for the first successful Atlantic cable. Why cannot one be laid direct to Brazil?

"A bank, through which exchanges could be favorably made, is also very necessary for the easy flow of commerce. But especially it must be remembered that frequent, regular and rapid steam communication is absolutely necessary, first of all, no matter how excellent our products of manufacture may be."

OCEAN TRANSPORTATION.

The following includes all the *direct* steamship lines between the United States and Brazil—three in number—and running from the ports of New York, Baltimore and Newport News, to Pará, Maranhão, Ceará, Manáos, Pernambuco and Rio de Janeiro; and two of the regular lines of sailing vessels. Steam and sail vessels are despatched from all the other ports of the United States to Brazil, as the trade may require.

THE UNITED STATES & BRAZIL MAIL S. S. CO.

The steamships of this line were built especially for the Brazil trade and run monthly—direct, going and returning—between the ports of *New York* and *Newport News* and *Rio de Janeiro*; touching at St. Thomas and Barbados, West Indies, and at the Brazilian ports of Pará, Maranhão, Pernambuco and Bahia. Capt. T. M. Tschler, Mills' Building, 23 Broad St., New York, is the Manager of the Company, which receives a subsidy from the Brazilian Government, and is bound by the terms of its contract, to carry bona fide Immigrants, having passports from the Brazilian Consul, at reduced rates. Its agents are: Paul F. Gerhard & Co., 84 Broad St., New York; G. W. Smith & Co., St. Thomas; Da Costa & Co., Barbados; Sears & Co., Pará; José Faria Da Silva Jr. & Co., Maranhão; Henry Foster & Co., Pernambuco; Vaughn, McNair & Co., Bahia; and Wilson, Sons & Co., (Limited), Rio de Janeiro.

THE BOOTH S. S. CO. (LIMITED), STEAMSHIP LINE TO BRAZIL

Is under mail contract with the Brazilian Government. The nine steamships of the line are especially adapted to the Brazilian trade and are employed by the Company in a monthly service, direct, to and from *New York* and the principal ports of Northern Brazil. Every fourth month the steamer goes to *Manaos*, the capital of the Province of Amazonas, situated on the upper Amazon about 900 miles above its mouth, touching at Pará going and returning. The service during the intermediate months is between New York and Maranhão direct, touching at Pará and Ceará. For rates of freight and passage and all other information, application may be made to Booth & Co., 15 Frankfort St., New York; Busk & Jevons, 301 Pro-

duce Exchange, New York; Faria & Barbara, Pará; Inglehurst & Co., Ceará; Henry Airlie, Maranhão; and Teixeira Ruiz, Manáos.

THE RED CROSS LINE OF BRAZIL MAIL STEAMERS

This line, having Brazilian Government privileges, makes monthly departures from *New York* and *Baltimore*, with cargo and United States Mail for Pará, Maranhão, Ceará and Pernambuco. The nine steamers comprising this line have been specially built and adapted for the United States and Brazil trade, affording every facility and accommodation to shippers, direct, to and from the ports above named. Further information may be obtained by applying to Mr. R. B. Borland, Agent, 112 Pearl street, New York. Steamships of this line are appointed to sail from Baltimore on the last day of each month.

W. H. CROSSMAN & BRO.,

Nos. 77 and 79 Broad Street, New York, charter and load steam and sail vessels, at frequent intervals, as the interest of the Brazilian trade may require, for the ports of Pará, Manáos, Maranhão, Ceará, Pernambuco, Rio de Janeiro, Santos and other ports on the Amazon and along the Eastern coast of South America.

THOMAS NORTON'S LINE TO BRAZIL.

This regular line of sailing Packets from New York to Pernambuco, Rio de Janeiro and Santos, was established in 1865. It has covered loading berths; all necessary facilities for business are at Pier 17, East river. Further information may be obtained by applying to Thomas Norton, 104 Wall St., New York.

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